

Today's
Advertisements.

FOOD SUPPLY COMMISSION.

THE Ladies who signed the Petition which resulted in the appointment of the above named COMMISSION are respectfully requested to assist the Commission in the conduct of its enquiries by communicating in writing as early as possible all facts within their experience bearing on the question of the Rise in Price of Provisions in the Colony. List of Prices paid for the more Ordinary Articles of Food produced locally, as for Example, Bread, Flour, Rice, Fish, Beef, Mutton, Eggs, Poultry and Game, Vegetables and Fruit, at various Periods during the last Five Years will be very valuable. Similar Lists showing the Prices of different kinds of Wood, Coal, Charcoal and Oil will also be of value.

All Persons who feel themselves in a Position to throw any light on the subject either as regards the fact of the Rise in Price or as to the cause or causes thereof are respectfully requested to come on at once with the Com. signed in writing, or if they prefer it, to tender their services for examination at a future date.

J. F. NOIS, Chairman.

Hongkong, 29th May, 1900.

PUBLIC NOTICE.

THE Undersigned has received instructions to sell by
PUBLIC AUCTION,
By Order of the ROYAL DANISH CONSULATE,

FRIDAY, the 30th June, 1900,

at 11.00 a.m. on BOARD,

THE Danish Barkentine

"FRANZ" 335 TONS REG.

with all her GEAR, ANCHORS, CHAINS,

SAILS, &c. (except Provisions), as she now

lies in this Harbour.

The Ship with all Fails and Errors of Description to be at Buyers' Risk at the Fall of the Hammer.

PAYMENT: Cash at the Fall of the Hammer.

The Ship can be inspected Daily from Morning till Noon.

A Commission will be given NEW PEDDARS WHARF, on the DAY of the Auction, at 11.30 A.M., to convey intending Purchasers.

PAUL BREWITT, Auctioneer.

Hongkong, 31st May, 1900. [712b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANTUNG, AMOY AND TAMSUI.

THE Company's Steamship

"SHEWAN" 1,000 TONS REG.

Captain Douglas will be despatched for the above Ports on SATURDAY, the 2nd June, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAIPRAK & Co., General Managers.

Hongkong, 31st May, 1900. [712b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANTUNG.

THE Company's Steamship

"UNAN" 1,000 TONS REG.

Captain Fraser will be despatched as above on SATURDAY, the 2nd June.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st May, 1900. [711b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR ANILA.

THE Company's New Steamship

"DIAMANTE" 1,000 TONS REG.

Captain G. J. Blackland will be despatched for the above port, on THURSDAY, the 7th June, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 31st May, 1900. [712b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SIKH" 1,000 TONS REG.

will be despatched for the above Port on or about the 10th July.

For Freight, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 31st May, 1900. [712b]

Entimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 10th May, 1900.

AN APPEAL.

THE SUPERIOR of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Cambric Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superior will also be most grateful for any PAPER or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1899. [701]

BREAD! BREAD! BREAD!!!

M. R. HUTTON: E begs to inform his numerous Patrons that he is now prepared to deliver BREAD in W. NCHAI and the East End of the City between the hours of 6 and 7 A.M.

CUSTOMERS requiring BREAD to be delivered are requested to kindly notify the same to

H. HUTTON, 13 & 15, D'Almeida Street.

Entimation.

A. S. WATSON & Co., LIMITED.
WINE MERCHANTS.
ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPIE, Red Capsule... \$ 5.50
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in an entirely different light, and his own celebration of the event has, according to Reuter, taken a very different form to that of the community of Hongkong.

The Trouble in the North.

When we received the news of the outbreak between Peking and Tientsin, we remarked that our Tientsin Correspondent's messages would probably be delayed, and such has proved to be the case, for although the two telegrams which we publish to-day were despatched from Tientsin on the 28th and 29th respectively, they only reached Hongkong at noon to-day, having thus been three and two days in transit.

We shall watch the action of Russia in the present crisis with particular interest, for it will be noticed that our Correspondent does not include that Power in the list of those expected to land men from the warships, but announces the fact that five thousand troops are expected to be put ashore at any moment as a separate item of news.

Taken in connection with the alleged secret understanding between Russia and China against the Boxer movement, Russia's present action may be serious. It may mean that she has promised support to China, should the Powers attempt coercion with regard to the suppression of the Boxers, but it is hardly to be believed that she would dare to this in the face of practically the whole of the rest of Europe with the United States and Japan thrown in. On the other hand, if Russia is merely taking part in the concerted action of the other Powers we do not think that they would look favourably upon her sending more men than the whole of the rest of them put together, for that would mean that Russia with five thousand men, while the other Powers had only a thousand between them, would usurp no less than five-sixths of the prestige, and her place in the regard of China would be proportionately increased.

To say the least of it, the situation, as set forth in the telegram, is puzzling, and we shall await further developments with interest.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

THE TROUBLE IN THE NORTH.

THE PEKING-TIENTSIN RAILWAY DAMAGED.

WORKSHOPS ATTACKED.

(FROM OUR OWN CORRESPONDENT.)

TIENTSIN, May 28th.

The Peking-Tientsin Railway has been damaged near T'ao-t'ing-fu. All the foreign railway employees have been ordered to proceed to this port for safety. The Railway Workshops at Lutai have been attacked by the Chinese.

CONCERTED ACTION BY THE POWERS.

MEN TO BE LANDED FROM THE WARSHIPS.

May 29th.

The British, American, German, French and Japanese warships are expected to land a force of a thousand men almost immediately, for the protection of foreign interests. It is most probable that five thousand troops may be landed here at any moment by Russia.

Received at noon.

Published at 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

THE TRANSVAAL.

ENEMY ABANDONING POSITIONS.

LONDON, May 29th.

Lord Roberts wires from the Klip River 28th instant, that his force marched twenty miles that day, and is now eighteen miles from Johannesburg. The enemy had prepared positions intending to oppose the advance, but abandoned them in succession. The British pressed the enemy so hard that they had only time to get five guns into the train, and leave as the Westralians dashed into the station.

LATER.

KRUGER ORDERS DAY'S OF PRAYER.

The British have occupied Zongust, and another force is marching on Lichtenburg.

Reuter's correspondent at Pretoria 28th inst., says that President Kruger has ordered three days of prayer, for humiliation, the confession of sins, and relief from oppression.

ANNEXATION OF THE FREE STATE.

News from Capetown says that the Orange Free State was formally annexed by Great Britain to-day.

WEATHER REPORT.

The Observatory report says:—

On the 31st at 11.55 a.m. the barometer has risen slightly on the E. coast of China, fallen a little on the S. coast. Pressure appears to be highest in the neighbourhood of the Loochoos. Gradients slight for E. winds in S. China, and for S. winds in the N. part of the China Sea. FORECAST:—Moderate E. winds; unsettled; showery.

LOCAL AND GENERAL.

CANTON has been visited by a thunderstorm on the 29th instant, which has done some damage to buildings there. The roof of the Fukin Club was struck by lightning, and had some large holes made in it.

It is reported that on the 28th inst., the Tsung-ti Yamen telegraphed to H.E. Li Hung-chang, that the late Viceroy Tan Chun-lin has been appointed Chancellor-General of the Board of Rites.

The destroyers *Fame* and *Whiting* left Shanghai for Wei-hai-wei on the 26th instant. The surveying vessel *Waterwitch* left the same day to commence her survey work on the Yangtze Banks.

The closing of the wireless telegraph stations between the South Foreland Lighthouse and the Goodwin Lightship has caused great disappointment among persons engaged in maritime pursuits in the Dover district. It was hoped that the Board of Trade would arrange for a permanent installation of the wireless system. While temporarily in use at South Foreland, it proved exceedingly valuable more than once in obtaining immediate assistance from the shore in cases of shipping disasters on the Goodwin Sands.

The *Manila Times* of the 23rd of May says:—A Washington dispatch to the London Daily Telegraph, says:—The Secretary of the Navy is having made a bronze tablet which is to be erected at Santiago in memory of Mr. Ramsden, the late British Consul who did such great service in the protection of American interests during the siege, and who lost his life in consequence of the energy he displayed at the time. The late Mr. Ramsden referred to in the above dispatch was the father of Mr. H. A. Ramsden, the present British Vice-Consul at Manila.

News from Gifu prefecture has it that on the 9th, earth containing some yellow substance fell in the Buki and Yamagata districts of that prefecture, with a result that trees, grass, roofs of houses and all other exposed objects have all been stained an extremely yellow colour; while the streets were rendered impassable on account of the fear entertained by the passers-by that they might be choked by the mysterious falling substances. It is added that the whole landscape in those regions presented a ghastly spectacle during all the time, this amazing phenomenon lasted.—*Japan Times*.

It is reported, says *L'avenir du Tonkin*, that an English inventor has recently discovered a most curious method of printing by means of electricity, at the same time doing away with the use of ink. A sheet of ordinary paper, soaked in a certain substance, is placed against the type, through which a current is passed. The impression obtained has the neat appearance of copper engraving. As to the substance which produces such a marvellous result it would appear to be of surprisingly great value. The ordinary printing press would require very little alteration for use with this new method, and ordinary type can be used. The only drawback is the slowness in "striking off," but the inventor is now trying to devise some means of remedying this.

In the May issue of the *Chinese Illustrated News* there is a proclamation against Boxers lately issued by the Tung Chong-fu Prefect Hung Yung-chow of the Shantung province. It is worded very plainly and is calculated to prevent the ignorant people believing and joining the Boxers. It must also be remembered that Prefect Hung, before issuing the proclamation, seized a Boxer and ordered him to be exposed before the people. He then questioned the Boxer whether by magic knives could not hurt the Boxers. In reply the Boxer said it was quite true. Prefect Hung then ordered a man to take hold of a big knife and to try to cut off the Boxer's head, which was immediately done and the head fell on the ground. On seeing this, the people all understood that magical boxing is entirely useless, and since then the districts and villages around there seem peaceful and quiet and the Christians are careful.—*Mercury*.

ONE feature associated with the South African war cannot fail to be commended by both sides involved in it, namely, that neither Cecil Rhodes nor Dr. Jameson has found favour in the eyes of the British military commander. Jameson went to Ladysmith expecting to receive a command, but General White would not permit him to take up arms. When the siege set in he was a non-combatant, and was compelled to content himself with serving as a medical attendant in the hospital. That was a duty which the ethics of his profession forced upon him. Cecil Rhodes was snubbed by Colonel Kekewich because he attempted to interfere with the defense of Kimberly when that place was besieged. There was, consequently, bad blood between them, throughout the siege. Rhodes received cold comfort when he reached Cape Town after the siege of Kimberly was raised. Now he is, on his way to England, where he is liable to be given the cold shoulder. There are so many households in England in mourning, that society will be disinclined to lionize the chief cause of it all.—*Japan Times*.

THE gold output for Western Australia for the month of March shows a yield of 127,637 oz. The average per ton is 1.19 oz., East Coolgardie being responsible for 58,794 oz.

OWING to the pressure of business and the number of cases—about five hundred—which require to be dealt with, the Shanghai Magistrate has asked his superiors to give him two officials as assistants.

THE death rate amongst foreign residents in Bangkok this year has been appalling, and one grievously sad case is reported of the death of a father, mother and two children—a little boy being left alone in the world.

THE other day as the Bishop of Natal passed through the streets of Durban, arrayed in the usual episcopal attire, a small boy asked his mother, "Does that man in the black kilt and amputees belong to the Black Watch?"

THE fact of Lord Roberts and his son, Lieut. Roberts, both having won the Victoria Cross, the latter being gazetted to the honor after his death, is said to be the only instance on record of the glorious "penn'orth" of bronze going to father and son.

ACCORDING to the *Kok An Pa*, published at Tientsin, a great number of boys in Peking are being enlisted as Boxers, and style themselves members of the "China helper and Foreign destroyer Club." These are being trained by the adult Boxers, who have stated, says this journal, that they have chiefs holding high office, both in Peking and elsewhere.

ACCORDING to local paper, says the *Nagasaki Press*, a gold vein has been discovered at Kiyaze, Higashisonji, in this prefecture, by one Chinese Kyutaro, who has applied to the authorities for permission to make a trial digging. It is reported that the lode extends over some two million tsubo, and that an expert has declared the deposit to be a promising one.

NOT long since, an Australian farmer was much troubled by the havoc that certain sheep stealers wrought among his sheep. Going his rounds one day he came upon a mild-eyed marauder quietly cutting up one of his most prized ewes. "So I've caught you at last," said he. "Do you know that you're cutting up one of my sheep?" "Aye," the thief replied, "without a moment's hesitation," "and so I will any other bloomin' sheep that runs at me and bites me like yours do."

LEGAL INTELLIGENCE.

SUPREME COURT.

APPELLATE JURISDICTION.

(Before Sir John Carrington, Kt., C.M.G., Chief Justice, and Mr. Selcombe Smith, Act. Puisne Judge.)

May 31st.

CHAN KIT-SAN AND OTHERS v. HO FUNG HANG.

This case involves two cases in which the Man On Insurance Co. are interested. Mr. J. J. Francis, Q.C. (instructed by Messrs. Deacon and Hastings), represented the applicants, Mr. E. H. Pollock, Mr. Ho Tung,

that he is mistaken in fixing the value. I think, therefore, that his statement may be accepted as sufficiently satisfactory evidence on the question of value.

The result on the whole matter is that, in my opinion, the motion should be refused; but as the main point raised by it is one of considerable difficulty and very well deserved to be argued, and as the Court is divided in opinion, I think there should be no order as to costs.

The Judge said:—In suit No. 8 of 1899, in which the Plaintiff as administrator of the estate and effects of one Ho I-shue deceased, claims to have an account taken of the partnership dealings between the said deceased and the Defendants, an order was, on the 1st December, 1899, made by the Court that an issue in the nature of a *demurrer* on the point of the Statute of Limitations should be tried before any other issues in the suit.

On 21st December, 1899, the Hon. W. Meigh Gosselin, Chief Justice, decided that the Plaintiff's claim was not barred by the Statute of Limitations, and on 14th March, 1900, his decision was upheld on appeal.

On the 26th March, 1900, an order was made *ex parte* by the Full Court granting leave to the Defendants to appeal to Her Majesty in Council from the decision of the 14th March.

On the 8th May, 1900, Plaintiff by his counsel moved to have the order of the 26th March set aside on the two grounds:—

(1) That the decision of the 14th March appealed from was neither a final judgment, decree, or sentence nor a rule or order having the effect of a final or definitive sentence;

(2) That there was no satisfactory evidence before the Court that such decision was given or pronounced for or in respect of a sum or matter at issue about the amount or value of five hundred pounds sterling, or that such decision involved directly or indirectly the title to property or some civil right exceeding the value of five hundred pounds sterling.

Accordingly, the first question before the Court is whether the judgment of the 14th March was a final judgment or not.

No case was cited which showed the meaning which had been attached to the term *final judgment* so as to constitute it a judgment from which an appeal, subject to certain conditions of amount and security, would be as of right to the Privy Council.

On the one hand, the cases cited on behalf of the Plaintiff decided what was or what was not a final order under LVIII and its rules as regards the time for appealing from such an order.

On the other hand, the cases cited on behalf of the Defendants showed that an order either granting or refusing a new trial was an order from which the Privy Council would entertain an appeal, and contained an intimation of the views of the Privy Council as to what was not a final judgment.

These cases, however, do not assist us in deciding whether the judgment in question is a final judgment or not. In the absence of decisions directly relevant to the question, I must treat the matter as uninterpreted.

Now, both an interlocutory and a final judgment are alike in this respect that each decides a given point, the difference is that an interlocutory judgment is one which is given during the course of a suit and has not the effect of finally determining it.

In the present suit there are several issues in fact and in law. What has happened is that judgment on the issue in law has been given but that judgment is not also decision of the issues in fact. Is such a judgment final? It should be noted that the judgment in question was a preliminary judgment pronounced during the course of the suit and had not the effect of finally determining the rights of the parties, for it did not prevent the Plaintiff from forthwith proceeding to try the issues in fact: it was a finding by a judge on an issue of law which, it has been agreed, should be tried separately.

In my opinion, a judgment which does not determine the result of a suit, nor dispose of the whole matter at issue in a suit, nor decide all the rights of the parties raised in a suit, is not a final judgment. The court should have regard to the specific results of a given judgment in deciding whether it is final or not.

If the effect is not to settle all the points in dispute between the parties, then such judgment appears to me to be not a final judgment.

My conclusion therefore is that the judgment of the 14th March last was not a final judgment; that it was not a judgment in respect of which leave to appeal in the Privy Council should have been granted, and that the motion to set aside the order made on the 26th March last giving leave to appeal to the Privy Council should be allowed with costs.

This being so, I am not called on to decide whether the appealable value had been reached or not.

MAN ON INSURANCE CASE.
Mr. T. Sercombe Smith said:—On 26th February, 1900, judgment was delivered by the Chief Justice discharging on order calling upon the Man On Insurance Co., Ltd. to show cause why the register of members of the Company should not be rectified in respect of eleven specified shares, by removing from the register the names of the transferees of the shares, and substituting therefor the name of Ho Tung, the transferee as the holder of such shares.

Having failed in his first attempt to get his name put on the register of members of the Man On Insurance Co. in respect of those eleven shares, Ho Tung obtained, on the 26th April, an order *ex parte* that notice should be served on the Man On Insurance Co. that a motion filed on 7th April would be heard before the Full Court on a given day. The motion filed on 7th April was that the register of members of the Man On Insurance Co. might be rectified by removing the names of the transferees of the eleven specified shares, other than the 11 shares already mentioned, and substituting therefor the name of Ho Tung, the transferee, as the proprietor of such shares.

A Judge's summons to set aside the order of 26th April was taken out by the Man On Insurance Co. and the hearing came on before the Full Court on 9th May, when the summons was allowed to be treated as a motion subject to a proper notice of motion being filed by the said Company. Certain preliminary objections were taken by the Man On Insurance Co., but were abandoned in favour of an objection going to the merits, subject to the reservation of a question of costs as regards the form of the proceedings.

The objection on the merits was that the motion filed on 7th April and ordered to be heard before the Full Court, raised precisely the same questions and no others than those that had already been raised by the judgment of 26th February, discharging an order to show cause.

Mr. Francis for the Company conceded that the motion was not strictly *res judicata*, but contended (1) that the identical questions raised in the motion filed on 7th April were raised in the motion filed on 26th February, and were heard before the Chief Justice on 10th and 11th February, and determined by him on 26th February, and (2) that the Court ought to exercise its inherent jurisdiction and stop further proceedings on the ground that the present proceedings are frivolous and vexatious, and an abuse of the process of the Court.

According to the judgment of the Chief Justice delivered on 26th February, the following questions had arisen for decision (a) whether the registered Articles of Association of the Man On Insurance Co. were valid or invalid, (b) whether, if the said Articles were invalid, the regulations contained in Table A of the First Schedule to the Companies Ordinance, 1865, applied to the Company, and rendered unquestionable the right of registration claimed by Ho Tung, (c) whether, if the said Articles were valid, Ho Tung was entitled upon a proper construction of them and in the circumstances of the case, to have the transfers registered.

On behalf of Ho Tung Mr. Slade admitted that the points of law raised on the earlier motion were raised on the later motion, with this difference, that in the present case the Man On Insurance Co. have absolutely refused to consider the new applications.

The facts also, it was submitted were not the same, for the shares are different and purchased at different times under different conditions, and the application of Ho Tung is now in the same relation to the Company as he was on the former occasion. Let me first take the different points of law alleged to exist viz. that the Man On Insurance Co. have now absolutely refused to consider the new applications in respect of the 108 shares.

Ho Tung, in his affidavit of 7th April, para. 8 says 'the directors of the said Company which through their solicitors have refused to consider such applications.' Then in para. 9 he says 'In reply to one of the said applications the reasons given by the solicitors for the said Company, for the refusal of the said directors to register shares in my name were that I was not considered by the said directors to be a fit person to hold shares in the said Company, inasmuch as I was a shareholder and largely interested in other Insurance Companies carrying on business in competition with the said Company.' He does not mention the reason for refusal to register the other applications which, from Mr. Wilkinson's affidavit of 9th April, para. 5, was because no shareholder had signed his desire in writing to the Secretary to sell any of his shares in Ho Tung in accordance with the provisions of Art. 26 of the Company's Articles. This was a *condition*, not an *absolute* refusal: and it nowhere appears in any affidavit that the conditional refusal of the Company was not good at law, for para. 9 of Mr. Wilkinson's affidavit does not touch the point, if the registered Articles of Association are the legal Articles of Association of the Company. It comes to this, that the alleged new point of law cannot arise, if the registered articles of Association are valid—and they have been held valid—then Article 26 is valid and the refusal to register, unless its provisions have been complied with, cannot come into question. The different points of law alleged to be involved in the later motion accordingly seem to me to be non-existent.

Next as regards the different facts. It is alleged that the shares are different in their numbers and were purchased at different times under different conditions. Assume that all these alleged differences exist, is there any virtue in them to have altered the grounds of law on which the former decision rested had the present 108 shares instead of the original 11 been before the Court on the previous occasion? If not—and I do not perceive any such virtue—then the bare subject matter, stripped of all adventitious circumstances such as quantity and different transfers, appears to me to be in substance the same in both motions. Again, it is said that the relation of Ho Tung to the Man On Insurance Co. is now different from what it was, because Ho Tung is no longer a comrade to Messrs. Jardine, Matheson & Co. The former relation of Ho Tung to the Company was that of a transferee, desiring to have his name entered on the register of members as a holder of shares. That relation was not affected by Ho Tung's relation to Messrs. Jardine, Matheson & Co. The present relation of Ho Tung to the Man On Insurance Co. is the same as it was before and is not affected by his present relation to Messrs. Jardine, Matheson & Co. Having dealt with the contention put forward on behalf of Ho Tung, my conclusion is that the question of law arising upon both motions are the same, and the subject matter of his motions is substantially the same. This being so, is Ho Tung—no matter what object he has in view—to be allowed to reopen in the manner attempted, questions of law that have already been decided against him? In Stephenson v. Garnett (1899) 1 Q. B. 677, A. L. Smith J. said 'it would be an abuse of the process of the Court to allow a suitor to litigate over again the same question which has already been decided against him. Though the Court ought to be slow to strike out a statement of claim or defence, and to dismiss an action as frivolous and vexatious, yet it ought to do so when as here it has been shown that the identical question sought to be raised has been already decided by a competent Court.' In the same case Collins J. says 'The very same question which is raised in this action was decided by the judge, and that lets in the inherent jurisdiction of the High Court, as appears from the cases which have been cited to us, to stay the action as frivolous and vexatious, and an abuse of the process of the Court.' Here is a distinct ruling that the bringing of a subsequent action involving a question identical with a question already disposed of between the parties is frivolous and vexatious and an abuse of the process of the Court.

For Ho Tung it was contended that the inherent jurisdiction of the Court to stay proceedings as frivolous, vexatious and an abuse of the process of the Court was exercised only in cases in which a party in the face of it has no possible chance of success, or which in fact were hopeless, *Willis v. Earl Beauchamp* (1 P. D. 59) was then cited. There Cotton L. J. said 'The action against the representatives of the persons would be hopeless, cannot but look upon this action as one which is vexatious and unnecessary and would produce vexatious results. It is calling upon the Defendants here to contest the question of the relationship to the deceased after the vast number of years which have elapsed (nearly ninety years) without the probability of any good result arising therefrom. Bowen L. J. said 'I think this action ought to be stayed as being a vexatious action within the meaning attached to that word by the Courts, because it can really lead to no possible good. Fry L. J. said 'I think it is hardly going too far to say that an action begun ninety years after the death of the person to whose estate it relates is almost *prima facie* vexatious.' Then the Lord Justice said that an action is vexatious, which is hopeless, or out of which there is no possibility of any good result arising, or which can really lead to no possible good, or which is brought after a long lapse of time. No question of the re-litigation of a question already decided between the parties is herein raised. The L. J.'s say that in the particular case before them the action was for certain reasons vexatious. It is a long cry from that to saying that the elements which they found in that case must be elements in every case before a Court would exercise its inherent right. The next case of *Young v. Holloway* (1895) P. 87 was referred to emphasize the importance of not shutting out litigants from what may even possibly be the assertion of a just right; and therefore not deciding that a case is frivolous so as to stop proceedings. Then the President of the Probate Division refrained from pronouncing two parts of a case set up

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ORDINARY THING IN STRANGE PLACE.

For some time back, says the *Yokohama*, Yoshiro Yamada, a labourer 36 years old, living at No. 18 Hattsuncho, Koishikawa ku, city, had been feeling sickly from some unknown disease. He had seen two or three doctors, but they could not ascertain the cause of his illness or give him any help beyond a vague surmise that some strange object lodged in the bowels must be causing the trouble. Finally he went to the Saisei Gakusha medical school, and there he was advised to go through a surgical operation. The patient agreed, and on the 11th inst. Dr. Maunou of the institution cut open the terminal end of the alimentary canal and succeeded in taking out the mischief-making object, which proved to be a teacup about one inch in diameter and one and a half inch in height. The patient is now well, but the strange part of the case is that he does not remember, where, when, or how he swallowed the inconvenient object. The general supposition is, that, being a heavy drinker, he must have "drunk it" with *sake* during one of his wild sprees.

DEMONIACAL POSSESSION IN BANGKOK.

A curious story of death through possession reaches us from the prosaic Windmill Road. The man who has died is one Ismail, a petty cattle trader. He was a good looking, young fellow, always well dressed, and well known to everybody in the street of the cattle traders. Occasionally he went up country to buy cattle, and apparently he incurred the enmity of a number of people in the district where he was in the habit of going: nor was he without his enemies in Bangkok. The story that reaches us is explicit enough as to why he had these enemies, but it is perhaps better not to give unnecessary details in so insignificant a tale. A short time ago he went up-country again, when some one "set the devil upon him," and he became possessed. There was no outward sign of the possession, however, till two days after his return to Bangkok, when he became very ill. From his actions throughout his illness until the time of his death, it was plain that he was possessed. When he was on the point of death the evil spirit passed upon his wife. She drove everybody out of the house, crying to everyone she saw "You are not my husband!"

And that is how Windmill Road explains to itself, presumably ordinary cases of delirium and hysteria. — *h. Times.*

THE PEACE OF THE FUTURE.

M. Yves Guyot on the result of the war.

M. Yves Guyot, writing in the *Siecle* says the result of the Transvaal war will be to free South Africa from the menaces of a people who are incapable of voluntarily adapting themselves to industrial civilization, and whose ideal is the old civilization of pillage and greed, such as pastoral peoples have always understood it. This last conclusion prepares the peace of the future. Nowwithstanding all the efforts of peoples who wished to live in untutored isolation, the surface of the globe is opening. Fifty years hence there will be no closed territories. Everywhere will find peace and security everywhere, and the most prosperous countries will be those that know how to guarantee these two conditions to all in the most certain manner.

"The present crisis is not due to the energy of British statesmen, but to their weakness in 1881 and 1882. It was this weakness which allowed the Government of Pretoria to violate the Conventions, and these were violated to such an extent that the Uitlanders, feeling their very lives threatened by the murders of Edgar, addressed to the British Government a petition, which was transmitted on the 26th of March, 1899.

"No established Government exists which, confronted by such an appeal, could have ignored it. The mistake made by European Governments has been in not supporting the action of Great Britain, instead of allowing President Kruger to believe that they would intervene against him, in defiance of the interests of their own subjects."

A STORY OF SIR GEO. WHITE.

A member of Sir George White's staff has related to a newspaper correspondent the following particulars of an incident in connection with the arrival of Lady Smith at the advance party of the relief column. Sir George White was sitting under the verandah at his quarters, his eyes being set in the direction of the Tugela, when suddenly he rose from his chair and excitedly exclaimed: "British Cavalry, by God!" Far off, and faintly standing out against the horizon, a group of horsemen could be seen, but even with binoculars it was impossible to say with any degree of certainty whether the advancing force comprised British or Boers. A member of the General's staff ventured to express a doubt as to the force being British Cavalry. "Sir," replied Sir George White, "do you mean to tell me I don't know British Cavalry when I see them? I tell you I am right!" All doubts were removed when, a little later, the force dashed into the beleaguered town.

RELICS OF OLD PLAGUE EPIDEMICS.

In a lazaretto of Frioul, says a writer in the *British Medical Journal*, near Marseilles, there is a collection of instruments formerly employed as a part of the equipment of quarantine, when persons suffering from or suspected of plague were isolated there. Among these are gigantic cavalry sabres and pikes which were used to open buboes at a safe distance; and long silver rods by means of which the last sacraments were given to the dying. There is a formidable-looking apparatus which might be taken for an instrument of torture used by the Holy Inquisition; this is a gigantic pair of pincers, in shape resembling the claws of a lobster, known as the corpse tongs; with these the bodies of those who died of the plague were consigned to the waters of the Mediterranean.

THE ANTI-TUBERCULOSIS CONGRESS.

ROME, April 25th.

The International Anti-Tuberculosis Congress, attended by more than 1,000 delegates, was opened in the San Carlo Theatre, Naples, to-day, in the presence of King Humbert, Queen Margherita, the Prince and Princess of Naples, and the Duke of Genoa. Among the foreign delegates are the Duke of Ratibor and Professor Virchow, from Germany, and Dr. Lannelongue, from France. The first sitting of the congress, held this afternoon, was devoted to a discussion of the prophylaxis of tuberculosis. — *Times.*

A SOLDIER'S WIFE.

No, she isn't much to look at,
And she'd never much to say,
But the folks all find her quieter
Since her husband went away;
And her face is daily paler,
Tho' she tries to smile the same,
While she's watching all the papers,
Praying not to see his name!

Well! she's only one of many,
Just a soldier's little wife,
And you'll never hear her murmur
If he has to give his life;
But the fair young brow is heavy,
And the lips are growing sad,
For the long, long nights are dreary,
And the pillow often wet!

No, she must not, dare not grumble,
He has gone to "Serve the Queen,"
But a wee white cot sheet's dripping,
Raises painful thoughts between;
Oh, for sake of dear hopes cherished,
Ere the soldier had to roam,
God, guard this one, and bring him
To the little wife at home!

LOOKER-ON.

NEW RULES FOR RIFLE SHOOTING.

The Council of the National Rifle Association makes the following preliminary announcement of the principal alterations which will take effect at the Bisley meeting, 1906. Concerning position, at 200 yards the standing position must be adopted. At 500 yards, standing, kneeling, or prone. The following alterations are made in regard to targets—Third-class target: Central, 6 inches; bull, 12 inches; inner, 24 inches; magpie, 36 inches; outer, rest of target, 4 feet square.

GHOSTLY RELICS.

The most curious and the most ghostly relics to be found in South America are the compressed heads of human beings occasionally to be purchased from the savage Indian tribes on the River Napo, in Ecuador. A sample can be seen at the Field Columbian Museum at Chicago. The process by which they are made has never been discovered, nor does the practice prevail in any other part of the world, but these Indians, who control a large area on the eastern slope of the Andes, cut off the heads of prisoners, remove the bones of the skulls and compress them to about one-fifth of the natural size without destroying the features or losing the expression of the countenance at the time of death. They can reduce the head of an ordinary man to the size of his fist.

No white man has ever seen it done, although several adventurous scientists have taken the risk of visiting the Napo country for the purpose of investigation. The Indians are not hostile to the whites, and will not injure them except for booty or revenge. They will kill travellers in order to secure supplies, or will defend themselves and revenge injuries. Some years ago a missionary went over the mountains to convert them to Christianity, although he was warned to keep out of their country. A few years later a trader brought into Guayaquil a compressed head of a white man, the only one ever seen there, which bore a striking resemblance to the missionary. As he was never heard of again after leaving the frontier, it is believed that this ghostly relic was sent down to the city by the Indians as evidence of his fate.

M. A. P. ON SIR HENRY AND LADY BLAKE.

Sir H. A. Blake, the Governor of Hongkong, is essentially a business governor, in distinction to the merely ornamental members of his profession says M. A. P. He loves hard work, and is always full of schemes for the improvement of the country and the people under his charge. As is well known, he was at one time in the Irish Constabulary, and while he made an advantageous marriage, his rapid rise has been due more to sheer ability and hard work than to any adventitious circumstances. In Jamaica, where his term of gubernatorial office was specially extended, Sir Henry was immensely popular, if sometimes his schemes did not meet with universal approbation. In appearance he is a man of average height, pale complexion, and dark hair and eyes. He is a keen sportsman, fond of watching football, and essentially an open-air man. Lady Blake, to whom Sir Henry always ascribes his success, is tall, dark, commanding, and very handsome. She has been called a blue stocking, but is really an exceedingly clever and cultured woman. She has a positive craze for pets of a curious nature, amongst which may be mentioned snakes. One of the denizens of the Government House grounds in Jamaica was a tame leopard, and thereby hangs a tale. One night the Governor gave a ball. Tempted by the cool air, a young subaltern and his partner wandered into the grounds. They approached a tree, round which ran a lattice-work seat, and sat down. Suddenly the subaltern sprang up with a most dolorous howl. The lady screamed and threatened hysterics, whilst the youth backed away and fervently implored her to return to the house and send out a servant with an overcoat instantly! He had sat on the tame (?) leopard!

"GOLD-MINING NEVER PAYS."

Dr. Hugh Robert Mill contributes to the *Scottish Geographical* for March, a paper on the development of habitable lands, wherein occurs this striking paragraph:—"Gold exercises an influence on the imagination which can only be characterised as magical; for it is not reasonable. The physical toil of getting alluvial gold is perhaps heavier than any other, the price of the necessities of life are higher on the gold-fields than anywhere else, and more money never heard of as drunk or lost in gambling in the intervals of mining than in any other conditions. The fact that gold is the common standard of value probably accounts for the illusion that gold-fields are better worth travelling to and working on than coal-fields or brick-fields. If the reader takes the trouble to divide the annual output of the gold-fields of the world as officially declared, with the official number of miners engaged upon these fields, he will find that the output per man often does not exceed £2 per week, and very rarely exceeds £2. Wages on these gold-fields usually run from £2 to £3 a week at the cheapest, and there is the cost of machinery and interest on capital looming large behind. There is certainly something wrong perhaps with these statistics, but perhaps also in the idea that gold getting is usually profitable. That some gold mines pay high dividends, then, only makes it more mysterious how the others continue to exist. It has been suggested that, taken over all, gold-mining never pays, that more than £1 has to be expended in order to extract gold enough to make a sovereign, and that this fact explains why gold maintains its value nearly unaltered in spite of the enormous increase in its production. I do not profess to understand, and do not wish to press this argument, but mention it parenthetically as a thing to think about."

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"MENMUIR."
Captain R. W. Almond, will be despatched as above TO-MORROW, the 1st June, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 29th May, 1906. [681b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"PATROCLUS."
Captain Dickens, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1906. [511b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU."
Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 3rd June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 28th May, 1906. [145]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO AND BOMBAY. (Taking Cargo at through Rates to PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS).

THE Company's Steamship

"INDIA."
Captain A. Martinich, will be despatched as above on MONDAY, the 4th June, P.M.

Europe Cargo is transhipped at Bombay in close connection.
For information as to Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 29th May, 1906. [699b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI AND KOBE.
THE Steamship

"AUSTRALIAN."
Captain P. Helms, will be despatched for the above ports, on TUESDAY, the 5th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 29th May, 1906. [704b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENSIN.
THE Company's Steamship

"NANCHANG."
Captain Finlayson, will be despatched as above on THURSDAY, the 7th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1906. [693b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched as above on FRIDAY, the 8th June.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1906. [694b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN."
Captain Nelson, will be despatched on FRIDAY, the 8th June, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1906. [695b]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE. (Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS).

THE Company's Steamship

"GISELA."
Captain F. Mosca, will be despatched as above on SATURDAY, the 9th June, P.M.

Silk and Valuable are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 30th May, 1906. [708b]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING."
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 1st June, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 31st May, 1906. [698b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.
THE Company's Steamship

"KAIFONG."
Captain Pennefather, will be despatched as above TO-MORROW, the 1st June, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th May, 1906. [679b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."
Captain St. John George, will be despatched as above on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.

M.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 30th May, 1906. [592b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG."
Captain Payne, will be despatched as above on SATURDAY, the 2nd June, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 29th May, 1906. [685b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKIANG."
Captain Moore, will be despatched as above on SATURDAY, the 2nd June, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th May, 1906. [687b]

"BEN" LINE OF STEAMERS.

FOR LONDON.
THE Steamship

"DENLARI."
Captain Kreble, will be despatched as above on or about SATURDAY, the 9th June.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 18th May, 1906. [652b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.
THE Company's Steamship

"SHANTUNG."
Captain Quail, will be despatched as above on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 20th May, 1906. [680b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ACAMENNON."
Captain Nish, will be despatched on on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd May, 1906. [570b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"ANPING MARU."
Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 13th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 30th May, 1906. [705b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT).
Taking Cargo at London Rates.
THE Company's Steamship

"DIOMED."
Captain Goodwin, will be despatched as above, on WEDNESDAY, the 13th June.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 28th May, 1906. [696b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ANTENOR."
Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 17th May, 1906. [643b]

Intimations.

NOTICE.

COMFORTABLE APARTMENTS with BOARD, for Gentlemen, at MORRISON HILL ROAD, EAST POINT.
Apply to

"H." Office of This Paper. Hongkong, 22nd May, 1906. [665b]

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c. Hongkong, 14th May, 1906. [630b]

WANTED.

A COPY of the Local "HANSARD," 1891-2. Address— J. J. F. Office of This Paper. Hongkong, 10th March, 1906.

NOTICE OF REMOVAL.

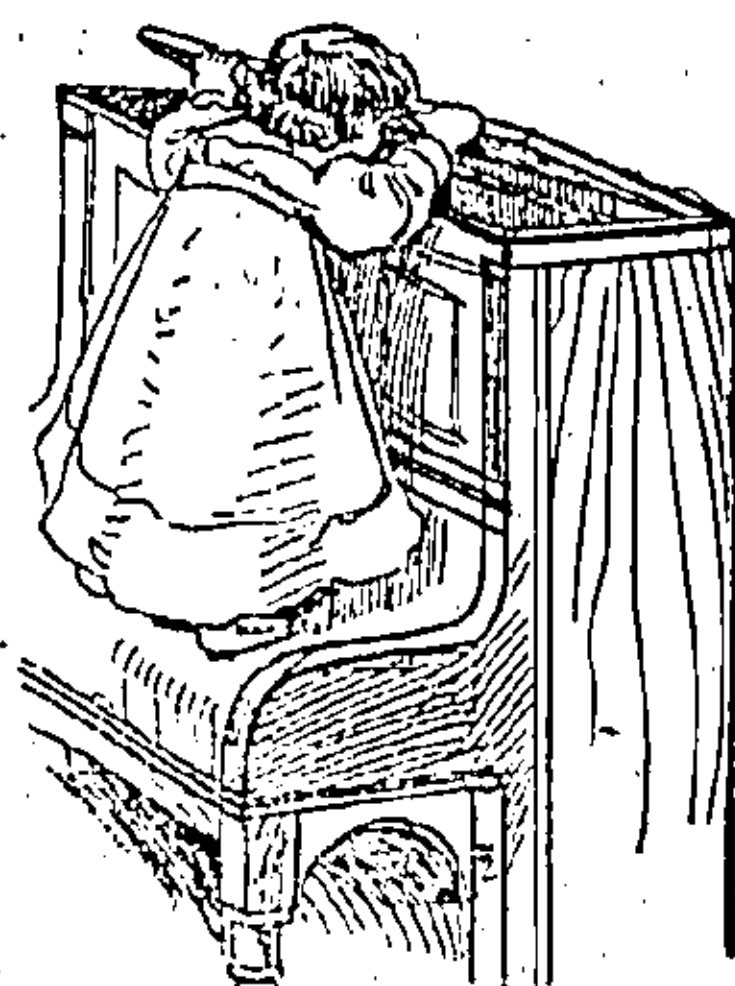
THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has This Day been REMOVED from No. 65, PRAYA EAST, MARINE LOT 109, to Inland Lot 1,503, BOW-RINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.

Hongkong, 1st May, 1906. L. MALLORY. [560b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguliar Street. Hongkong, 27th April, 1906. [34]



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fabulous price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features. Hongkong, 10th May, 1906. [606b]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. Hongkong, 14th May, 1896. [38]

LEVY HERMANOS.

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Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE, \$160.

A special Reliable Watch made for this Climate. Quality A.....\$12 Quality B.....\$16

40, QUEEN'S ROAD, Watson's Building.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours—

GEO. T. HAV, British ship, Spicer—Siemssen & Co.

Hongkong, 27th September, 1898. [59]

Intimations.

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No. 6, Ice House Street, Praya Central.

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THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1896. [30]

To be Let.

TO LET.

A FIVE ROOMED FURNISHED HOUSE IN CAINE ROAD.
Apply to
"C. R."
Hongkong, 30th May, 1900. [709b]

TO LET.

"HARFORD" MAGAZINE CAP.
GROUND FLOOR, 57, PEEL STREET.
5, RIPPON TERRACE.
"GLENIFFER," KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1900. [21]

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H. Ladwig, Mr. G.
Angus, Mrs. John. Levy, Mr. L. A.
Appley, Mr. and Mrs. Lewis, Mr. A. R.
C. W. Long, Mr. & Mrs. D.
Art, Mr. H. M.
Aubyn, Mr. and Mrs. MacGowan, Mr. R. J.
L. St. Mackillop, Mr. A.
Aubyn, The Misses St. MacGowan, Mr. E.
(2) McEwan, Mr. Alex.
Bailey, Mrs. G. F. McLeod, Mr. & Mrs. E.
Bailey, Mr. W. S. Meyer, Mr. A.
Bell, Mr. and Mrs. O. Meyer, Mr. E.
Blackburn, Com. R. N. Mitchell, Mr. W. C.
Braga, Mr. J. Mulholland, Mr. F.
Brown, Mr. J. W. Murphy, Mr. E. O.
Byron, Capt. J. and Neirup, Mr. Van
servant Oakes, Mr. Stanley
Carolan, Mr. E. A. Parfitt, Mr. W.
Carter, Mr. H. B. Perkins, Mr. F. W.
Clark, Dr. and Mrs. F. Perrin, Mr. T. H.
Craik, Miss Playfair, Mr. Mrs. and
Croft, Mr. and Mrs. Miss Sanderson.
Denroche, Mr. P. C. Reeves, Mr. S.
Discombe, Mr. G. M. Robins, Mr. S. J.
Doherty, Mr. M. B. Reper, Mr. J. M.
Donaldson, Mr. W. F. Schmidt, Mr. F.
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Drummond, Mr. E. Sergeant, Mr. B. W.
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Ellis, Mr. Alf. H. Shiel, Mr. and Mrs. J.
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Fraser, Mr. H. G. C. Smith, Mr. D. A.
Fraser, Mr. J. Smythe, Mr. A. J.
Ganong, Mr. J. W. Hamilton
Genge, Mr. H. Snow, Mr. N.
Genk, Mr. H. Stevens, Mr. G. R.
Gilland, Mr. Hardy Stevens, Miss
Goddard, Capt. Strauss, Mr. Th.
Howard, Mr. Thos. R. M.
Hubbard, Mr. R. L. Thresher, Mr. W.
Hudson, Mr. J. Vindia, Miss
Jeffreys, Major & Mrs. Warfield, Mr. and Mrs.
Jeffrey, Mr. and Mrs. Whaley, Mrs. W.
E. S. Whaley, Miss W. J. G.
Katsch, Mr. E. A. Wild, Mr. and Mrs.
Kiene, Mr. and Mrs. F. Bagnall
Kinghorn, Mr. Bagnall
Koike, Mr. Y. Wotherspoon, Miss M.
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Carie, Mr. Arthur R. Morris, Major & Mrs.
Dann, Mr. G. H. Nevill, Mr. Stuart G.
Eckel, Mr. J. S. Oakley, Mr. H. E.
Forbes, Mr. A. Oakley, Miss
Fraser, Lt.-Col. A. R. O'Gorman, Madame
Gompertz, Mr. H. H. Pollock, Hon. H. E.
Graham, Mr. D. M. Pryne, Capt. H. V.
Griffin, Major W. W. V. Reilly, Major C. W.
R. A. Rickmers, Mr. Paul
Gros, Mr. Edward F. Scott, Capt. and Mrs.
Hays, Mr. J. Percy
Hindokroper, Mr. Sinclair, Mr. A.
Inchbald, Mr. Chantrey Stewart, Mr. Murray
Jeffries, Mr. H. U. Stokes, Mr. A. P.
John, Major G. R. St. Thomson, Mr. O. D.
Johnson, Mr. R. F. Tomlin, Mr. G. L.
Lee, Mr. J. E. Watson, Mr. and Mrs.
Lemke, Mr. & Mrs. R. Y. and son

CRAGIEBURN.

Flynn, R. N. Rev. F. Piry, Commissioner T.
Holton, Capt. and Mrs. Piry, Mrs. & G. G.
Jones, Mr. D. C. Ready, Mrs. & O. Daughters
and Law, Mr. and Mrs. D. 2 daughters
O. Law and daughter Skotkove, Mr. C. G.
Little, Miss Volpicelli, Consul
Little, Master Volpicelli, Madame
Mumford, Mr. N. Wright, Mr. and Mrs.
Newton, Mr. & Mrs. W. R. Y. and son

EXCHANGE.

Hongkong, May 31st.
ON LONDON, Telegraphic Transfer 1/11 7/16
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight 1/11 1/16
D'ments, 4 months' sight 1/11 1/16
ON BERLIN, (demand) 2.00
ON PARIS, Bank Bills, on demand 2.46 1/2
Credits, 4 months' sight 2.50 1/2
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days' sight 48 1/2
ON BOMBAY, Telegraphic Transfer 146 1/2
On demand 146 1/2
ON SHANGHAI, Telegraphic Transfer 71 1/2
Private, 30 days' sight 72 1/2
ON YOKOHAMA, T.T. 31 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.15
Gold Leaf 100 touch, per tael 53.00
Bar Silver 27 9/16
Dollars 14 per cent. prem.

ORUM QUOTATIONS.

Hongkong, May 31st.
New Patna 955 per chest.
Old Patna 1050
New Benares 980
Old Benares 1030
New Malwa 880 per picul.
Old Malwa 910/950
Persian, paper tied 920/950

The Share Market.

LATEST QUOTATIONS.
(May 31st.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	32 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27
Do. Founders	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$260
China Traders' Ins. Co., Ltd.	\$ 25	\$54
North China Ins. Co., Ltd.	£ 25	Tls. 165
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$121
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295
China Fire Ins. Co., Ltd.	\$ 20	\$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$304
Indo-China Steam Navigation Co., Ltd.	£ 10	\$91
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd.—(Pref.)	£ 10	\$10.10
China Mutual S. N. Co., Ltd.—(Ordinary)	£ 10	\$10.10
China Mutual S. N. Co., Ltd.—(Share)	\$ 5	\$5
Star Ferry Co., Ltd.	\$ 10	\$18 ex div.
"Shell" Transport & Trading Co., Ltd.	£100	£300
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$125
Luzon Sugar Refining Co., Ltd.	\$100	\$37
Mining.		
Punjom Mining Co., Ltd.	\$ 7	\$6.20
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$300
Queen Mines, Ltd.	25 cts.	\$0.18
Jebebu Mining and Trading Co., Ltd.	\$ 5	\$12 1/2
Raub Allain Gold Mining Co., Ltd.	15s. 10d.	\$58
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$4
Oliver's Freehold Mines, Ltd. B.	\$ 4	\$38
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$0.50
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	490 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86 1/2
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$54 buyers
New Anny Dock Co., Ltd.	\$ 6 1/2	\$21
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.90
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$128
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$49
Hongkong Hotel Co., Ltd.	\$ 50	\$120
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$10.75
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$37 1/2
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 65
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 62 1/2
Laou-king-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$20 1/2
China-Borneo Co., Ltd.	\$ 15	\$23
A. S. Watson & Co., Limited	\$ 10	\$16
Watkins, Limited	\$ 10	\$10.50
Hongkong Electric Co., Limited	\$ 10	\$11.75
Hongkong Electric Co., Limited	\$ 2	\$2.10
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	£ 80	\$170
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
H'kong Ice Co., Ltd.	\$ 25	\$166
H'kong High-Level Tramways Co., Ltd.	\$100	\$165
Dairy Farm Co., Ltd.	\$ 6	\$6 1/2
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Baltic Abattoir & East-ern Agency, Ltd.	£ 1	\$1 buyers
United Asbestos Oriental Agency, Ltd.	\$ 4	\$8
United Asbestos Oriental Agency, Ltd.	\$ 10	\$11
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.
AIRLINE, British steamer, 2,500, St. John George 26th May.—Kobe 21st May, and Moji 22nd, General.—Gibbs, Livingston & Co.
AUSTRIAN, British steamer, 3,000, F. T. Helms, 29th May.—Sydney 30th April, Brisbane and May, Townsville 5th, Cairns 6th, Thursday Island 10th, Port Darwin 16th, Dili (Timor Id.) 18th, and Manila 26th, General.—Gibbs, Livingston & Co.
AYR, British steamer, 1,955, W. H. Gibson, 25th May.—Kuchinotzu 20th May, Coal.—Mitsui Bussan Kaisha.
CHANGSHA, British steamer, 1,463, T. Moore, 25th May.—Sydney 1st May, Thursday Id. 10th, Port Darwin 13th, and Manila 27th, General.—Butterfield & Swire.
CHOWFA, British steamer, 1,055, J. Williamson, 25th May.—Bangkok 18th May, Rice and Wood.—Yuen Fat Hong.
DEVAWONGSE, British steamer, 1,057, R. Curtis, 1st April.—Saigon 13th April, General.—Yuen Fat Hong.
EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 30th May.—Vancouver 8th May, and Shanghai 27th May, Mails and General.—C. P. R. Co.
FORMOSA, British steamer, 674, A. E. Hodgins, 26th May.—Swatow 29th May, General.—Douglas, Laprak & Co.
HAICHING, British steamer, 1,267, Hall, 29th April.—Fochow 25th May, Amoy 27th, and Swatow 28th, General.—Douglas, Laprak & Co.
HAKATA MARU, Japanese steamer, 3,813, F. L. Sommer, 30th May.—Moji 26th May, General.—Nippon Yusen Kaisha.
HANKOCC, American transport, 3,000, K. Strine, 26th May.—San Francisco 17th April.
INDEPENDENT, German steamer, 871, A. Hatz, 12th April.—Samarang 3rd April, General.—Sunder, Wieler & Co.
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 30th May.—Moji 24th May, Coal.—Mitsui Bussan Kaisha.
KAIFONG, British steamer, 1,024, G. H. Pease, father, 23rd May.—Hilo 19th May, Hemp and Sugar.—Butterfield & Swire.
KUNSAUNG, British steamer, 2,078, G. Payne, 23rd May.—Singapore 17th May, General.—Jardine, Matheson & Co.
MAUSANG, British steamer, 1,644, J. Kynock, 24th May.—Sandakan 18th May, Timber.—Jardine, Matheson & Co.
MAZAGON, British steamer, 3,279, R. T. L. Cook, R.N.R., 28th May.—London 31st Mar., and Singapore 23rd May, General.—P. & O. S. N. Co.
MENMUIR, British steamer, 1,280, R. W. Almond, 26th May.—Manila 23rd May, Sugar, Hemp and General.—Shewan, Tomes & Co.
NANYANG, German steamer, 983, T. Schmann, 29th May.—Sourabaya 20th May, Sugar.—Siemens & Co.
NIPPON MARU, Japanese steamer, 6,060, J. F. Allen, 24th May.—San Francisco 25th April, Honolulu and May, Yokohama 16th, Kobe 17th, Nagasaki 19th, and Shanghai 21st, Mails and General.—P. & O. S. N. Co.
PAKIKI, British steamer, 1,248, C. C. Williams, 25th May.—Tongku 18th May, Ground-nuts.—Butterfield & Swire.
PIRA NANG, British steamer, 1,021, A. S. Calder, 26th May.—Bangkok 14th May, General.—Butterfield & Swire.
RIJUN MARU, Japanese steamer, 2,072, J. W. Ekstrand, 30th May.—Seattle, U.S.A. via Shanghai 25th April, Beer and General.—Nippon Yusen Kaisha.
ROSSALL, British steamer, 1,751, C. Glanfield, 24th May.—Otaru (Japan) 15th May, Coals.—Order.
SUNGKIANG, British steamer, 1,021, S. W. Moore, 29th May.—Manila 27th May, Hemp and Sugar.—Butterfield & Swire.
TAIYUAN, British steamer, 1,459, R. Nelson, 26th Mar.—Melbourne 13th Feb, Sydney 27th, Townsville 3rd Mar, Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.
TAMISU NAKA, Japanese steamer, 1,007, K. Sobajima, 30th May.—Amoy and Swatow 29th May, General.—Mitsui Bussan Kaisha.
TRITOS, German steamer, 1,033, P. Lassen, 29th May.—Saigon 25th May, Rice.—Siemens & Co.
TSURUGISAN MARU, Japanese steamer, 2,559, Narasaki, 21st May.—Kuchinotzu 15th May, Coal.—Mitsui Bussan Kaisha.
WHAMPONG, British steamer, 1,109, P. Garriock, 24th May.—Java Ports 15th May, Sugar.—Butterfield & Swire.

Vessels.
ABNER CORBON, American ship, 878, B. F. Colcord, 14th May.—Moji 28th April, Coal.—Chinese.
ESMERALDA, British schooner, 130, J. T. Harrison, 14th April.—Guam 26th March, General.—Jardine, Matheson & Co.
FRANZ, Danish bark, 358, A. Pedersen, 23rd April, Feb. Coal.—E. A. Trading & Co.
PASSEPARTOUT, Norwegian bark, 314, L. Gandersen, 22nd May.—Fremantle 15th March, Sandelwood.—Order.
TAM O'SHANTER, American ship, 1,432, Ballard, 16th May.—New York 6th Jan, Kerosine.—Standard Oil Co.
WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.—New York 28th Sept, Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, May 31st, 1900.
Acherite, despatch vessel, 1,700 tons, to 6 p.m. g.f. guns, 3,000 h.p., Commander G. G. F. M. Craddock, Wei-hai-wei.
Albatross, despatch vessel, 1,050 tons, 6 guns, 1,100 h.p., Commander R. J. Stewart, Nagasaki.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Japan.
Barricade, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Wei-hai-wei.
Bonaventure, despatch vessel, 4,360 tons, 18 guns, 9,000 h.p., Commander A. H. Smith-Dorrien, R.N., Manila.
Britia, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bar, Singapore.
Centurion, British battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, 11th May, 1900.
Daphne, despatch vessel, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Cunningham-Ingman, Canton.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Japan.
Essex, coast defence gunboat, 363 tons, 3 guns, 2,000 h.p., Lieut.-Com. R. C. Chidwick, Ichang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firedrake, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Wei-hai-wei.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 4,000 h.p., 870 h.p., Commander W. W. Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Wei-hai-wei.
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.
Phoenix, British gunboat, 1,015 tons, Comdr. R. G. Fraser, Shanghai.
Plymouth, 1st class gunboat, 750 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Philippines.
Pique, twin screw, and class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Singapore.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.
Redpoll, British gunboat, 855 tons, Lieut.-Com. C. F. Corbett, Hongkong.
Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, on the West River.
Sandpiper, British river-gunboat, 2 guns, Lieut.-Com. Cairn, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4,000 h.p., 870 h.p., Hongkong.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.
Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Captain Percy Scott, C.B., Hongkong.
Twined, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. D. Roper, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.
Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, Ningpo.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woodruff, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Belbeder, Manila.
Zaire, Portuguese gunboat, 600 tons, Captain Finto, Hongkong.
Zenita, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 6,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkskiy, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,500 h.p., Captain Dobrovolsky, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 16 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gramiaty, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koryetzy, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayadid, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otyan, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppanoff, at Nagasaki.
Petrovich, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demoljoff, at Nagasaki.
Roslyaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.
Rurik, Russian flag-ship, 10,920 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Silat, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissol Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Mollas, at Nagasaki.
Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Regulia, at Nagasaki.
Zabinka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.
(1st and 2nd class.)

FOREL, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 900 h.p., 22 knots.
Pedrovsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sirk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Soolichka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Steriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)
Dorgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,700 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Usur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., speed 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubossoff.
Flagship of Rear-Admiral R. N. Duff.

THE FRENCH SQUADRON.

Bangali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.
D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Japan.

Desartre, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Philibert, Japan.
Eurydice, dispatch-transport, Capt. Vallée, at Saigon.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Kwang-chow-wan.
Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Hongkong.
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 6,000 h.p., Capt. M. Motet, at Yokohama.
Surprise, gunboat, 700 tons, 10 guns, 800 h.p., Capt. Morret, at Saigon.
* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 8,000 h.p., Capt. Kollmann, at Manila.
Hansa, German cruiser, 6,400 tons, Capt. Pohl, at Singapore.
Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, at Japan.
Ilia, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.
Jaguar, German cruiser, Captain Kinderling, at Shanghai.
Kaiserin Augusta, German cruiser, 6,000 tons, 18 guns, 13,040 h.p., Captain Gulich, at Shanghai.
* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,060 h.p., Capt. J. M. Forsyth, en route Singapore.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,456 h.p., Com. C. H. Arnold, at Manila.
Brooklyn, U.S. cruiser, 9,000 tons, Capt. G. M. Thomas, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J.